

overtaken by a dangerous competitor in a major technology of the future, which may very well decide if we are able to remain an economic superpower. This is not something that we can take lightly. It's serious, and it deserves our urgent attention.

The underlying legislation being brought to the floor today, H.R. 3246, the Advanced Vehicle Technology Act, takes a small step in the right direction. It reiterates the importance of the Federal Government's role in funding and in coordinating research activities and in disseminating research findings in order to bring clean technology to passenger vehicles and to heavy trucks to reduce our Nation's dependence on petroleum, thus reducing emissions.

The legislation authorizes approximately \$3 billion over the next 5 years for the Department of Energy to create a research program to help develop technologies that will substantially reduce or eliminate petroleum use in the Nation's vehicles. As part of this new program, the Department of Energy is required to collaborate with numerous sectors of the automotive industry.

Now, during yesterday's hearing in the Rules Committee, we heard testimony from both sides of the aisle on the underlying legislation. It was clear from the testimony that this legislation has great bipartisan support. Yet the majority in the Rules Committee felt it was necessary to offer a restrictive rule. I really don't know why. I know that the rule allows both of the minority amendments that were submitted to the Rules Committee; but, unfortunately, it forbids the consideration of three amendments submitted by Members of the majority party. I believe we should have allowed those amendments. We should have considered, in effect, this legislation under an open rule, a rule that allows for a truly free and full debate. The majority blocked our attempts to have such an open debate.

Really, I think it's a shame that the majority has, once again, blocked an open debate. Since this majority took over, Madam Speaker, in 2007, they have had one open rule on a nonappropriations bill. Unfortunately, it is standard operating procedure for this majority to block open debate on the House floor.

I reserve the balance of my time.

Mr. POLIS. Madam Speaker, again, this rule that we are proposing allows all three Republican amendments that were proposed to be made in order. I certainly appreciate the concern from the gentleman from Florida with regard to our Democratic amendments and the fact that we should have had more in the bill. We do have several that have been allowed as well.

I would like to yield 3 minutes to the gentleman from Florida (Mr. KLEIN).

Mr. KLEIN of Florida. I thank the gentleman from Colorado.

Madam Speaker, I rise in strong support of this rule and the underlying

bill, the Advanced Vehicle Technology Act of 2009.

This legislation, which is supported by a bipartisan majority of this body and on behalf of the American people, makes an excellent and a smart investment in research that will catapult American ingenuity into new levels of competitiveness.

Now, for years, I know many people have said, Why haven't our car companies kept up? There were a lot of decisions along the way and a lot of reasons; but I think what we're doing today is taking a very, very important step for which many of us have been advocating for many, many years. I know a lot of people have said, Well, the technology must be there. It's just not being utilized. Maybe that's the case and maybe that isn't the case, but what's happening right now is something that many of us have been advocating for.

On December 5, 2008, in the Financial Services Committee where American automakers testified before Congress on their dire financial state, I, personally, had the opportunity to ask the automakers about whether they would support a process by which we could bring the best of technology, of the engineers and of the entrepreneurs together to really leapfrog. I mean, I'm a firm believer that American ingenuity is at the top. It's one of the strengths we have in our country. Fortunately, those car leaders at that time said yes.

Well, this bill takes that moment, that effort, and the financial resources and does what the gentleman from Florida said: it allows us to have a stake and a participation in advancing research. Whether through medical science or the automobile business, I think this is a role that we can play.

The New Democrat Coalition, in which I participate, followed up with a letter to the administration, stressing the themes of allowing there to be some resource commitment to this new electric and hybrid technology. I, along with many of my colleagues and many Americans, believe that our country's researchers and engineers can and will develop the engine technology that will leapfrog automakers from all over the world and will speedily deploy an electric car of the future.

The legislation today that we are considering accomplishes these goals by investing in a program that brings together these stakeholders from across the industry to develop this vehicle technology of tomorrow right here in the United States. I am confident that this technology and this program will provide automakers with the tools they need to lead the auto industry into a new generation of innovation.

Let me point out that section 101 contains language to ensure that grants do not fund duplicative efforts. This is essential to our commitment to fiscal responsibility. It saves taxpayer money because grant recipients will not be reinventing the wheel sepa-

rately, but will be coming together efficiently.

I would like to commend my colleague, Congressman GARY PETERS, for introducing this legislation and Chairman BART GORDON for his leadership in bringing this legislation to the floor today.

I urge passage of this rule and the underlying bill.

Mr. LINCOLN DIAZ-BALART of Florida. Madam Speaker, I yield back the balance of my time.

Mr. POLIS. Madam Speaker, the question is how do we create and perfect the nonpetroleum technologies that the market wants, and the Advanced Vehicle Technology Act is part of the answer.

By jump-starting vehicle technology research, this bill puts American ingenuity to work in cleaning up our transportation sector and in protecting the planet. Electrifying vehicle systems, increasing engine durability, and developing waste-heat recovery systems are just a few of the many innovative technologies that this bill will support. At the same time, we know we need to take action today to fight global warming, to lessen our petroleum dependence, and to create jobs here in America. For that reason, this legislation before us emphasizes public-private partnerships that will help create jobs in private industry, not just in government offices.

There is a reason why this bill is supported by Ford Motor Company, Delphi, Caterpillar, GM, EcoMotors, the United Auto Workers, and the National Association of Manufacturers. H.R. 3246 means good jobs today developing and building the vehicle technologies of tomorrow.

When we can create jobs and cut our petroleum dependence at the same time, it's clear that we are making good policy, Madam Speaker. By this measure, the Advanced Vehicle Technology Act is the clearest and most straightforward kind of good policy. With this in mind, I urge my colleagues to support this very fair rule and the underlying legislation.

I would like to thank Representative PETERS, Representative BIGGERT and Chairman GORDON, as well as my colleagues on the Rules Committee and the committee staff of the Science and Technology Committee, for crafting this legislation that will increase the efficiency of our Nation's vehicle fleet while reducing our dependence on foreign oil.

I yield back the balance of my time and move the previous question on the resolution.

The previous question was ordered.

The resolution was agreed to.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings

will resume on questions previously postponed.

Votes will be taken in the following order:

Adopting H. Res. 746 and suspending the rules and adopting H. Res. 260.

The first electronic vote will be conducted as a 15-minute vote. The remaining electronic vote will be conducted as a 5-minute vote.

PROVIDING FOR CONSIDERATION OF H.R. 3221, STUDENT AID AND FISCAL RESPONSIBILITY ACT OF 2009

The SPEAKER pro tempore. The unfinished business is the vote on adoption of House Resolution 746, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the resolution.

The vote was taken by electronic device, and there were—yeas 241, nays 179, not voting 13, as follows:

[Roll No. 703]

YEAS—241

Abercrombie	Doyle	Lee (CA)
Ackerman	Driehaus	Levin
Adler (NJ)	Edwards (MD)	Lewis (GA)
Altmire	Edwards (TX)	Lipinski
Andrews	Ellison	Loeb
Arcuri	Ellsworth	Lofgren, Zoe
Baca	Engel	Lowey
Baird	Eshoo	Lujan
Baldwin	Farr	Lynch
Barrow	Fattah	Maffei
Bean	Filner	Maloney
Becerra	Foster	Markey (CO)
Berkley	Frank (MA)	Markey (MA)
Berman	Fudge	Marshall
Berry	Giffords	Massa
Bishop (NY)	Gonzalez	Matheson
Blumenauer	Gordon (TN)	Matsui
Bocchieri	Grayson	McCarthy (NY)
Boren	Green, Al	McCormack
Boswell	Green, Gene	McDermott
Boucher	Grijalva	McGovern
Brady (PA)	Gutierrez	McIntyre
Braley (IA)	Hall (NY)	McMahon
Bright	Halvorson	McNerney
Brown, Corrine	Hare	Meek (FL)
Butterfield	Harman	Meeks (NY)
Capps	Hastings (FL)	Melancon
Capuano	Heinrich	Michaud
Cardoza	Herseth Sandlin	Miller (NC)
Carnahan	Himes	Miller, George
Carney	Hinchee	Minnick
Carson (IN)	Hinojosa	Mitchell
Castor (FL)	Hirono	Mollohan
Chandler	Hodes	Moore (WI)
Childers	Holden	Moran (VA)
Chu	Holt	Murphy (CT)
Clarke	Honda	Murphy (NY)
Clay	Hoyer	Murphy, Patrick
Cleaver	Inslee	Murtha
Clyburn	Israel	Nadler (NY)
Cohen	Jackson (IL)	Napolitano
Connolly (VA)	Jackson-Lee	Neal (MA)
Cooper	(TX)	Nye
Costa	Johnson (GA)	Oberstar
Costello	Johnson, E.B.	Obey
Courtney	Kagen	Olver
Crowley	Kanjorski	Ortiz
Cuellar	Kaptur	Pallone
Cummings	Kennedy	Pascarell
Dahlkemper	Kildee	Pastor (AZ)
Davis (AL)	Kilpatrick (MI)	Payne
Davis (CA)	Kilroy	Perlmutter
Davis (IL)	Kind	Perriello
Davis (TN)	Kirkpatrick (AZ)	Peters
DeFazio	Kissell	Peterson
Delahunt	Klein (FL)	Pingree (ME)
DeLauro	Kosmas	Polis (CO)
Dicks	Kucinich	Pomeroy
Dingell	Langevin	Price (NC)
Doggett	Larsen (WA)	Quigley
Donnelly (IN)	Larson (CT)	Rahall

Rangel	Serrano	Titus
Reyes	Shea-Porter	Tonko
Richardson	Sherman	Towns
Rodriguez	Shuler	Tsongas
Ross	Sires	Van Hollen
Rothman (NJ)	Skelton	Velázquez
Roybal-Allard	Slaughter	Visclosky
Ruppersberger	Smith (WA)	Walz
Rush	Snyder	Wasserman
Ryan (OH)	Space	Schultz
Salazar	Speier	Waters
Sanchez, Loretta	Spratt	Watson
Sarbanes	Stark	Watt
Schakowsky	Stupak	Waxman
Schauer	Sutton	Weiner
Schiff	Taylor	Welch
Schrader	Teague	Wexler
Schwartz	Thompson (CA)	Woolsey
Scott (GA)	Thompson (MS)	Wu
Scott (VA)	Tierney	Yarmuth

NAYS—179

Aderholt	Gallegly	Moore (KS)
Akin	Garrett (NJ)	Moran (KS)
Alexander	Gerlach	Murphy, Tim
Austria	Gingrey (GA)	Myrick
Bachmann	Gohmert	Neugebauer
Bachus	Goodlatte	Nunes
Bartlett	Granger	Olson
Barton (TX)	Graves	Paul
Biggert	Griffith	Paulsen
Bilbray	Guthrie	Pence
Bilirakis	Hall (TX)	Petri
Bishop (UT)	Harper	Pitts
Blackburn	Hastings (WA)	Platts
Blunt	Heller	Poe (TX)
Boehner	Hensarling	Posey
Bono Mack	Herger	Price (GA)
Boozman	Hill	Putnam
Boustany	Hoekstra	Radanovich
Boyd	Hunter	Rehberg
Brady (TX)	Inglis	Reichert
Broun (GA)	Issa	Roe (TN)
Brown (SC)	Jenkins	Rogers (AL)
Brown-Waite,	Johnson (IL)	Rogers (KY)
Ginny	Johnson, Sam	Rogers (MI)
Buchanan	Jones	Rohrabacher
Burgess	Jordan (OH)	Rooney
Burton (IN)	King (IA)	Ros-Lehtinen
Buyer	King (NY)	Roskam
Calvert	Kingston	Royce
Camp	Kirk	Ryan (WI)
Campbell	Kline (MN)	Scalise
Cantor	Kratovil	Schock
Cao	Lamborn	Sensenbrenner
Capito	Lance	Sessions
Carter	Latham	Shadegg
Cassidy	LaTourrette	Shimkus
Castle	Latta	Shuster
Chaffetz	Lee (NY)	Simpson
Coble	Lewis (CA)	Smith (NE)
Coffman (CO)	Linder	Smith (NJ)
Cole	LoBiondo	Smith (TX)
Conaway	Lucas	Souder
Crenshaw	Luetkemeyer	Stearns
Davis (KY)	Lummis	Sullivan
Deal (GA)	Lungren, Daniel	Terry
Dent	E.	Thompson (PA)
Diaz-Balart, L.	Mack	Thornberry
Diaz-Balart, M.	Manzullo	Tiahrt
Dreier	Marchant	Tiberi
Duncan	McCarthy (CA)	Turner
Ehlers	McCaul	Upton
Emerson	McClintock	Walden
Etheridge	McCotter	Wamp
Fallin	McHenry	Westmoreland
Flake	McKeon	Whitfield
Fleming	McMorris	Wilson (SC)
Forbes	Rodgers	Wittman
Fortenberry	Mica	Wolf
Fox	Miller (FL)	Young (AK)
Franks (AZ)	Miller (MI)	Young (FL)
Frelinghuysen	Miller, Gary	

NOT VOTING—13

Barrett (SC)	DeGette	Schmidt
Bishop (GA)	Higgins	Sestak
Bonner	McHugh	Tanner
Conyers	Sánchez, Linda	Wilson (OH)
Culberson	T.	

□ 1234

Messrs. WITTMAN, PETRI, MOORE of Kansas, and MACK changed their vote from “yea” to “nay.”
So the resolution was agreed to.
The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

SUPPORTING EFFORTS TO REDUCE INFANT MORTALITY

The SPEAKER pro tempore. The unfinished business is the vote on the motion to suspend the rules and agree to the resolution, H. Res. 260, as amended, on which the yeas and nays were ordered.

The Clerk read the title of the resolution.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. COHEN) that the House suspend the rules and agree to the resolution, H. Res. 260, as amended.

This will be a 5-minute vote.

The vote was taken by electronic device, and there were—yeas 415, nays 0, not voting 18, as follows:

[Roll No. 704]

YEAS—415

Abercrombie	Cassidy	Frank (MA)
Ackerman	Castle	Franks (AZ)
Aderholt	Castor (FL)	Frelinghuysen
Adler (NJ)	Chaffetz	Fudge
Akin	Chandler	Gallegly
Alexander	Childers	Garrett (NJ)
Altmire	Chu	Gerlach
Andrews	Clarke	Giffords
Arcuri	Clay	Gingrey (GA)
Austria	Cleaver	Gohmert
Baca	Clyburn	Gonzalez
Bachmann	Coble	Goodlatte
Bachus	Coffman (CO)	Gordon (TN)
Baird	Cohen	Granger
Baldwin	Cole	Graves
Barrow	Conaway	Grayson
Bartlett	Connolly (VA)	Green, Al
Barton (TX)	Cooper	Green, Gene
Bean	Costello	Griffith
Becerra	Grijalva	Grijalva
Berkley	Crenshaw	Guthrie
Berman	Crowley	Gutierrez
Berry	Cuellar	Hall (NY)
Biggert	Cummings	Hall (TX)
Bilbray	Dahlkemper	Halvorson
Bilirakis	Davis (AL)	Hare
Bishop (NY)	Davis (CA)	Harman
Bishop (UT)	Davis (IL)	Harper
Blackburn	Davis (KY)	Hastings (FL)
Blumenauer	Davis (TN)	Hastings (WA)
Blunt	Deal (GA)	Heinrich
Bocchieri	DeFazio	Heller
Boehner	DeGette	Hensarling
Bono Mack	Delahunt	Herger
Boozman	DeLauro	Herseth Sandlin
Boren	Dent	Hill
Boswell	Diaz-Balart, L.	Himes
Boucher	Diaz-Balart, M.	Hinchee
Boustany	Dicks	Hinojosa
Boyd	Dingell	Hirono
Brady (PA)	Doggett	Hodes
Brady (TX)	Donnelly (IN)	Hoekstra
Braley (IA)	Doyle	Holden
Bright	Dreier	Holt
Broun (GA)	Driehaus	Honda
Brown (SC)	Duncan	Hoyer
Brown, Corrine	Edwards (MD)	Hunter
Brown-Waite,	Edwards (TX)	Inglis
Ginny	Ehlers	Inslee
Buchanan	Ellison	Israel
Burgess	Ellsworth	Issa
Burton (IN)	Emerson	Jackson (IL)
Butterfield	Engel	Jackson-Lee
Buyer	Eshoo	(TX)
Calvert	Etheridge	Jenkins
Camp	Fallin	Johnson (GA)
Campbell	Farr	Johnson (IL)
Cantor	Fattah	Johnson, E.B.
Cao	Filner	Johnson, Sam
Capito	Flake	Jones
Capuano	Fleming	Jordan (OH)
Carnahan	Forbes	Kagen
Carney	Fortenberry	Kanjorski
Carson (IN)	Foster	Kaptur
Carter	Fox	Kennedy